

!! SEAT UPDATES !!

(UPDATED: 9/1/2003)

CONTRACT ADMINISTRATION

- **CWN Additional Driver:** Detailed information about the payment for additional driver was omitted from the current CWN contract, but will be included as a modification in the 2004 contract. The following *summary* about the additional driver applies to the current 2002 CWN contract:
When an additional driver is required by the Government, the Contractor may furnish them if available. A lump sum of \$300.00 per day for travel days and work days will be paid for the additional driver. Extended standby does not apply to the additional driver. In addition to the \$300.00 per day, an overnight allowance will be paid when authorized. The Contractor will be paid the reasonable cost of transportation to the base of operations and return. The Contractor shall provide the CO with a written statement that itemizes the actual cost to transportation.
- **CWN MOB / Demob Information:** When mobilizing the SEAT, the time that should be recorded in the "Hired (Date&Time)" column on the OAS 23 is the time the *aircraft* (not the support vehicle) departs the point of hire. When demobing the SEAT the time that is recorded in the release column on the OAS 23 is the time the *aircraft* arrives back to the point of hire. Daily availability will be measured on the first and last days as defined in the contract in C17.1.2 - C17.1.3.
Example: A SEAT aircraft is released back to their point of hire at on 9/1/03 at 1100 and it will take 3.5 hours to reach their destination. The SEAT support vehicle will start back to the point of hire on 9/1/03 at 1100 and will need to stop for the night and continue their travel the next day on 9/2/03. The SEAT Contractor will be paid the following:
9/1/03: One Day AV, Flight Time, Service Miles and Per Diem for Support Crew
9/2/03: Service Miles only.